

REMARKS

1. Corrections of Drawings:

The Examiner objected to the drawings under 37 CFR 1.83(a) on the grounds that structure in Claim 3 is not shown in the Figs. Upon further examination, it appears that Claim 3 was improperly written. In response, therefore, Claim 3 has been amended to recite that the reinforced areas where the snap hooks attached substantially cylindrical. Such reinforced areas are shown in Figs. 2-5, therefore, no drawing correction is necessary.

2. Amendment of Claims:

Claims 1, 3, 5 and 6 were rejected under 35 U.S.C. 103(a) as being obvious based on Loder in view of Barden and in further view of Dessery et al.

According to the Examiner, Loder is identical to the invention recited in Claim 1 except for the recitation that the elongated member is elastic and the use of snap hooks.

In response, Claim 1 has been amended to more clearly distinguish the invention over Loder. More specifically, Claim 1 now recites the segment between the first end and second end is straight and that the elastic member bends and stretches to form a two-legged angle so that tension forces are exerted on three points of the inner arc on the tire chain, (See Figs 3 and 4, and page 4, lines 10-12 for support of this new claim language). The application of three tension forces on three points should be considered an inherent property of the elastic strap being attached at three points to the arc.

In addition, new Claim 13 has been added which recites the use of at least two elastic tie down straps to hold a tire chain around a tire, (see Fig. 2).

The Applicant submits that Loder discloses a single chain tire grip that includes a light chain 1 with a tightening spring 15 attached at one end. Attached to the tightening spring 15

1 and to the opposite end of the light chain 1 are closed rings 3, 5. Formed on each closed ring
2 3, 5 are hooks 2, 4, respectively. Accompanying the light chain 1 is a tightener spring 7.
3 During use, the tightener spring 7 slides over the center section of the light chain 1 and
4 connects at one end to a loop on the tire chain 12. The tightener spring 7 pulls the center
5 section downward to create three inward directed forces on three points approximately 120
6 degrees apart on the inner circular edge of the tire chain. The hook 4 on one end of the light
7 chain 1 doubles back and connects to one leg on the light chain 1 while spring 15 attaches to
8 the opposite leg to keep the light chain 1 taut. Because the link chain 1 doubles back, S-style
9 hooks may be used.

10 According to the Examiner, it would be obvious to one of ordinary skill in the art to
11 substitute the light chain 1 with an elastic rubber shown in Barden. The rationale for such a
12 substitution would be to reduce weight or reduce corrosion. It appears that the Examiner is
13 using hindsight reasoning by citing a secondary rationally that only he has identified. No
14 statement or implication is found in Logan or any of the references cited by the Examiner
15 regarding the issue of excessive weight or corrosion. The Application submits that such
16 reasoning is improper.

17 Even if substitution of the light chain 1 with an elastic strap is justified, the invention
18 recited in Claims 1 and 13 is not met. Claims 1 and 13 both clearly recite two snap hooks
19 attached to the first and second ends of the strap and a third snap hook attached to the
20 segment between the first and second ends. The three snaps directly connect the elastic strap
21 at three points on the inner circular. When two straps are used, the tire chain is connected at
22 six points to the tire. In Logan, the light chain 1 is attached only at two points. The center
23 segment of the light chain 1 is connected to the tightener chain 7. While the tightener chain

1 7 connects the center segment of light chain 1 to the tire chain, it also elevates the light chain
2 1 on the tire thereby allowing the light chain 1 to connect to the tire chain at three points. The
3 main drawback with using Logan's device is that only one light chain 1 may be used. This is
4 contrary to the Applicant's finding that two elastic straps on opposite sides of a tire are
5 preferred, (see page 5, lines 3-7 and Fig. 6).

6 An important aspect of the invention is that three snap hooks are used at three
7 different connection points on each strap. In Dessery, et al., a carabineer style snap hook 19
8 is attached to one end of each supporting section 5 to selectively attach the supporting section
9 5 to a securing ring 9 located near the tire's axle. The opposite end of each supporting
10 section 5 includes a rod 11 that attaches to a head 13 that provides an abutment for a spring
11 14. During assembly, the head 13 extends through the opening 12 formed on a link 13
12 located on the inner circular section of a tire chain to hold the tire chain in place. No
13 statement or suggestion is made in Dessery, et. al of using carabiner style snap hooks on both
14 ends of the support sections 5. .

15 The use of snap hooks to attach the two ends and the middle section of each elastic
16 strap is important because it allows each elastic strap to be easily and quickly attached to the
17 tire chain. Easy and quick attachment is very important when attempting to install tire chains
18 in inclement weather or driving conditions. Also, but using snap hooks, as opposed to s-
19 shaped hooks, the broken sections of the strap remain attached to the chain thus reducing
20 litter and preventing injuries. Also, by using a single elastic strap with three snap hooks, each
21 elastic strap can be easily stored in a compact manner in a tool box on the vehicle.

22 As noted above, Claim 3 has been amended to recite the reinforced areas on the strap
23 being cylindrical rather than the strap. No new matter is being introduced by this amended

1 language.

2 For all of the above reasons, Claims 1-6 and 13 should be considered allowable.

3 Respectfully submitted,

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